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Hongkong, 24th July, 1905. [al458]

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Hongkong, 23rd August, 1906.

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BIRTH.

On August 22nd, at Shanghai, the wife of S. A. SERGEI SHAW, of a daughter, Mrs. SARAH SHAW was married at Hongkong, where she was Miss Queenie Strachan.

MARRIAGE.

On June 30th, at Calcutta, W. HOLLAND HASTINGS, Lieutenant, 92nd Punjab, son of the late Commander WILLIAM CHARLES HOLLAND HASTINGS, R.N., to MARY CATHERINE, eldest daughter of R. M. KENNEDY, Esq., Commissioner N. I. Bombay Presidency.

HONGKONG OFFICE: 10A, DES VIEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 29TH, 1906

The merit of a message like that we reproduce elsewhere in this issue, relating to conditions in Manchuria, is that we know from whom and whence it comes. Dr. MORRISON is no more infallible than any other writer, but at least we know his abilities and his fair-mindedness. The text of his message, considered in the light of his well-known sympathies, is very significant. While doing full justice to the Japanese, he allows no misunderstanding of his opinion that considerable changes of the conditions are desirable. When all is said, however, nothing more definite is alleged against Japan than that she has followed certain precedents established by Russia and other Powers. Throughout this lengthy and careful statement, it is clear that as usual the onus is on China, unless we consent to dwell on the pandemic but useless arguments of those who persist that China is justified in resenting the presence of any foreign Power in the land at all. We are shown that Japan's endeavours to open Delny, if they do not succeed by the promised date, now only three days off, have been hampered by the usual Chinese

niggling policy; while in the matter of the opening of Mukden, an interesting parallel with the recent history of Changsha is afforded. Those who followed the controversy started by the treatment of the pioneer trader BEYERER will be struck by Dr. MORRISON's phrase. He says the Chinese advance the "preposterous contention that the opening of Mukden means the opening of an unoccupied area outside Mukden". If it is so preposterous a contention in the case of Mukden, it was doubly preposterous in the case of Changsha, where the area offered was, as we repeatedly pointed out, not only unoccupied but unoccupable. There is also room for a suspicion that in their chaffering with Japan, over the restoration of Manchuria, the Chinese may be enjoying the doubtful advantage of Russian advice privately tendered. There is nothing to warrant more than the bare suspicion, however, at present; and in any case it does not make their attitude much worse. In such matters the Chinese do not stand in need of tuition; such devious diplomacy seems to be quite innate and characteristic. The protests of the Chinese as to the presence of growing numbers of a certain disreputable class of Japanese in Manchuria, although fully warranted from our point of view, would have had much more force if they had been preceded by similar protests before the war, during the Russian regime, when the same symptoms were apparent. The Japanese regret such a state of things as much as anyone does; in fact their strong objection to it is proved by the rigorous precautions they take with regard to their emigrants. These, however, like most laws, are liable to evasion. The only serious charge against Japan seems to be the expropriation of so much of the river frontage at Antung, which is declared to be, even by Japan's best friends, an evasion of the "open-door" principle. It was, of course, the act of the military administration, and the civil government may not ultimately confirm it. Were Great Britain in the same case, and proposing to relinquish such advantages, it is easy to imagine the outcry that would be raised against the meddling government. It would cause more fuss than the abandonment of Wei-hai-wei. Of most of these grievances we have so far heard very little, and, indeed, we have very little to do with them. If, as is alleged, Japan made war in the name of the principle of the open door the Indians who stood by and allowed her so to champion an international cause should not be too impatient, nor too ready to condemn any minor falls from grace. The dissatisfaction of which we have heard the most on the China coast has really come from the Anglo-Saxon trading community, and the complaint is merely that while they, American and British importers, must pay duty at Newchwang, Japanese importers at Dalny and Russians at Vladivostock could get goods in free. There is a parable in the New Testament, about the engagement of labourers in a vineyard, which very well fits this devotion to the principle of "equality of opportunity". As to the entire justice of the complaints, Dr. MORRISON seems to make it fairly clear that they are a natural result of disappointment. The enterprising trader assumed that the restoration of peace would inaugurate a period of immense commercial activity in Manchuria. It did not, and the result is that the "hustlers" are now suffering for their miscalculations.

The English Mail of the 28th July was delivered in London on the 25th inst.

The Queen has honoured Mr. Wade with several sittings for her Majesty's statues for the London Hospital and for Hongkong.

Capt. the Hon. M. Ward, of the Royal Garrison Artillery, has been specially appointed for duty with the Legation Guard at Peking.

Sir Holliday Macartney, K.C.M.G., late Counsellor and English Secretary to the Chinese Legation; of Keubank, Dalny, Kirkcudbright, and late of 3, Harley-place, left £13,933 15s.

A Chinaman at Singapore, after being arrested and fined at the Police Court, took another prisoner's property ticket from him, claimed his money at the Station, and paid his own fine with it! He was sentenced as an "old offender" to six months in prison.

The Statesman publishes a telegram from Peking dated the 22nd inst. which is to the following effect:—Gendarmes belonging to the Board of Public Safety have arrested within the precincts of the Huo Park Palace a man of suspicious appearance. Upon being searched the prisoner had in his hand a leather receptacle, inside of which was found a bomb. He stated that he was living in the Yuan Ho Timber Yard, whereupon an employee of the yard called Ma was forthwith also arrested. The master has been made known to Viceroy Yuan Shih-kai.

The Tientsin native papers assert that there seems every prospect now of the Anglo-German railway concession, Tientsin to Chinkiang, being cancelled in accordance with the wishes of the "merchants and gentry" or otherwise officials. The representatives are said to be in Peking arranging matters.

The committee of the St. Petersburg Railway Department, which has been examining the question of the construction of an Amur railway, has recommended the immediate extension of the Transbaikal line to Pokrovskia, at the confluence of the rivers Shilka and Argun, at the cost of the Government.

Nearly three weeks ago a train proceeding from Harbin for Changchun was attacked by a band of Hungchuts near Imaho. The driver was obliged to stop, and the train was plundered. About 50 passengers were captured. When the Russian soldiers arrived the next day they found six passengers had been killed.

A very sensible suggestion comes from Yokohama, where it is reported that it was Miss Muriel Lloyd Thomas' wish that the guests attending her wedding to Mr. H. W. Looker would come in attire suitable to the season, top hats, frock coats and heavy impedimenta being banned in favour of white clothing or flannels.

Mr. A. R. Kinross, foreign shipbuilder in the Hongkong and Whampoa Dock Co., who leaves for home by the German mail, was on Monday night presented with a solid silver ten and coffee set by the Dock staff and a number of personal friends. Mr. J. Logan, who made the presentation on behalf of the staff, wished Mr. Kinross and his wife bon voyage and every success in the future.

In the House of Commons on July 28th Mr. T. L. Gorbett asked the Prime Minister whether he intended to give effect to the unanimous vote of the House of Commons against the opium traffic between India and China.—Sir H. Campbell-Bannerman.—The answer is in the negative. I do not expect that legislation will be required to give effect to such measures as the government may consider expedient.

In the House of Commons on July 28th Mr. C. Hay (Stortebeth, Hoxton) asked whether the chains of British shipbuilders in respect of ships sent in the course of the operations of the Russian navy against the enemy during the war between Russia and Japan had yet been settled, and what were the terms of the settlements.—Mr. Bunciman. Negotiations are still proceeding with the Russian Government in respect of those claims, but no settlement has yet been arrived at.

SUPREME COURT.

Tuesday, August 28th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PRESIDING JUDGE).

A CUSTOMS PAYMENT.

The Tung Wo Company, junk owners, sued Liung Tak-wan and the Tak Kee Company for \$30,46, being the balance of the amount of customs duties paid by the plaintiff to the Chinese Imperial Maritime Customs at the request and on the behalf of the defendant.

Mr. C. F. Dixon, from the offices of Mr. John Hastings, appeared for the plaintiff, while defendants were unrepresented.

Judgment for plaintiff, with costs, was entered.

GERMAN INTERESTS IN CHINA.

The North German Gazette publishes a letter, dated April 3, from Prince Bülow to the German Association of Shanghai in reply to a communication pointing out that in connection with the recent disturbances there was widespread anxiety lest German interests in Shanghai should not receive due consideration in German official quarters. "No special assurance was needed," writes Prince Bülow, "that this assumption is incorrect; nevertheless, I gladly avail myself of the present opportunity to state explicitly and emphatically that the Imperial Government is following the development of German commerce in China with the liveliest attention, and that it will always concern itself with the energetic protection of the lives and property of Germans in that country. Shanghai and the other German communities in China may always rest assured, in view of the high importance of the German interests there represented, that every possible protection will be afforded them by the official German representative and in case of need by the German fleet." A similar letter has been sent to the German Navy League at Shanghai by Prince zu Salm, president of the Union of German Navy Leagues Abroad.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 28th at 11.30 a.m.—The barometer has risen moderately over N. China and Japan, and fallen considerably over Melico Simea and Formosa.

The typhoon is now situated to the S.E. of Melico Simea. It appears to be moving slowly Westwards, and threatens to pass over Formosa.

The area of high pressure is still central to the N.E. of Japan, pressure exceeding the normal at Nemuro by about 0.3 inches. At Melico Simea the mercury is over half an inch below its average height.

Bad weather is expected to prevail in the Formosa Channel, and strong E. and N.E. winds and gales over the E. coast of China as far North as Shanghai. Over the N. part of the China Sea, N.W. to S.W. winds, moderate to strong breezes will probably prevail.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.0 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

N.W. winds { moderate, or fresh, fair.

Formosa Channel N. gales.

South coast of China between N.W. winds, and N.W. & W., fresh.

Hong Kong and Lamko fresh.

South coast of China between N.W. & W., moderate.

Hong Kong and Hainan moderate.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ANARCHY IN RUSSIA.

LONDON, August 28th.

M. Wontarlski, Governor General of Warsaw, General Minn, the commander of the Simenovsky regiment and others, have been assassinated.

A state of lawlessness prevails, and military insubordination is rapidly spreading.

ON SPECIAL SERVICE.

LONDON, August 28th.

S.M.S. *Hansa* is to call at Rangoon on a special mission.

PERSIAN AFFAIRS.

LONDON, August 28th.

The situation in Persia is considered grave. It is believed that Germany is seeking concessions.

OBITUARY.

LONDON, August 28th.

The Duke of Argyle is dead, aged 61 years.

[REUTER'S SERVICE.]

ATTEMPTED ASSASSINATION OF M. STOLYPIN.

London, August 26th.

A bomb was thrown at a reception of M. Stolypin's in a villa in St. Petersburg by a man dressed as an officer. All the people in the ante-chamber, where the bomb was thrown, including some prominent officials, were killed and the villa wrecked. There were about forty casualties. M. Stolypin was not hurt, but his fifteen year old daughter had both her legs shattered.

The total number of the dead from the explosion of the bomb is thirty, including General Zamiatin, the Imperial Councillor Losstof, the court chamberlains Veromin and Davidoff, Colonel Feloff, of the Gendarmerie, Prince Makashidje, four ladies and two children, also several servants of the Guards. Later details show that four men, two disguised as soldiers and two in civilian dress, drove up after the visitors' pistol had been fired and were refused admission, which they attempted to force; a struggle with the servants ensued, during which one of the terrorists disguised as an officer prematurely dropped a bomb, concealed in his helmet, the bomb exploded with terrific force, destroying the rooms on the ground floor and balcony of the first floor where M. Stolypin and his children were seated; the Premier was then in his private cabinet, hence his escape; most of the victims were in the ante-room; two conspirators were killed and some others wounded. Thirty-three wounded include many prominent people of the social and official world who attended the reception held in honour of the christening of M. Stolypin's grand-son. M. Stolypin's daughter is still alive, and his son is better.

Continuing, Mr. Slade said the position was that the Criterion Hotel had been carried on for many years in Pottinger Street. At one time Pottinger Street was a respectable street. The New Victoria Hotel was there, and a good class of Chinese shopkeepers resided there. Now there was only a very low class of Chinese and nobody else. The building in which the hotel business was carried on was hardly fit for European habitation. There were recently two cases of plague in it, and this year the wife of the applicant contracted the disease and was removed to hospital. She suffered very severely and was still suffering from having to carry on the business with her husband. The application was to remove from these poor premises to more suitable premises in Queen's Road, where most of the other public houses were, and where his business could be carried on far more decently. It would be easier for the police to superintend the premises in Queen's Road, which were more open, and from the point of view of the public it would be an advantage. As for the business doing harm to the neighbourhood, in Queen's Road West, where there were far more hotels, the rents of the Chinese shops in the vicinity were exceedingly high. The mere fact of opening an hotel there brought a certain amount of traffic and benefit to the shopkeepers. There were grounds for the granting of the application which should outweigh the petition of the shopkeepers. The reason the applicant wanted to move was merely a question of health.

Mr. Gompertz—It is the Justice's refusal of this application, that will not do your client from applying to remove to other premises.

Mr. Slade—That is so, but it is difficult to find suitable premises, such as those stated in the application. A large number of public-houses are being carried on in Queen's Road without objections from neighbours, and why should this individual's application be objected to? I have no doubt the proprietor of the Stag Hotel is at the bottom of this. I put it forward as an inference. He is the man who has caused this objection to be raised among these Chinese. The applicant is a thoroughly deserving man who wants to move into good premises, and premises in every way suitable for his business. And I would ask the Justices to be slow in refusing the application.

Mr. Badley said if the application were granted now, when the annual sessions were held three-fourths of the Justices might be dead against it. It had been a policy of the Justices for many years not to allow more public-houses to be opened in the eastern part of Queen's Road.

Mr. Mast said that under the circumstances he would say "live and let live," and moved that the application be granted. There was no second to the motion.

Mr. Badley's motion was then put to the meeting and carried, so that the application will be again considered at the annual licensing session.

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POLICE COURT

Tuesday, August 28th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

PILFERING JAPANESE.

Two Japanese firemen on the ss. *Nippon Maru* were charged with larceny, and a second charge of assault was preferred against the first defendant.

Sergeant Sullivan stated that the defendant went to a hawk's stall at Yauma on Monday afternoon and told the hawk he wanted to buy twenty-four cents worth of bananas. The hawk weighed them out and handed them over. The firemen received them, but ran away without tendering payment. They were chased by the hawk who overtook the first defendant and demanded payment or the return of the fruit.

The Japanese drew a knife and lunged at the hawk, who dodged, but was struck on the left hand, his thumb being laid open.

His Worship convicted the defendants, and on the first charge sentenced each to seven days' imprisonment. On the second charge the first defendant was fined \$10, \$2 of which is to be paid to the complainant.

THE TRUCK CRUSADE.

Notwithstanding the warning of Inspector Collett when issuing licences to truck owners at West Point, and the trouble taken by the police when the trucks were at

CONDITIONS IN MANCHURIA.

THE RAILWAY ADMINISTRATION.

Dr. Morrison wired to the *Times* on July 29th.—For some time past I have been engaged in a tour of inspection in Manchuria. Japanese railway construction proceeds actively. The Hsin-min-tun terminus of the Northern Chinese railway will within a few days be joined up with Mukden by a line with the 3ft. 6in. Japanese gauge. The distance is 36 miles. It is not yet decided whether China will purchase the line outright and convert it to her standard gauge, or whether she will consent to work it on a joint account under Japanese control. The railway completing the junction between the two capitals is of immense advantage. Its bridge across the Liao river, 229 ft. long, allows ample room for the passage of junks several hundreds of which are already passing daily.

In Manchuria the Japanese section of the Chinese Eastern Railway is complete from Mukden to Sczchuan-tai, a distance of 395 miles. The restoration will soon be completed right to Kuan-tung, 31 miles further, from which it is to extend to Kuan-cheng, 90 miles farther, Russian trains are now running. This section, in accordance with the treaty, will be handed over by the Russians to the Japanese next week. The Decauville Railway from Mukden to An-tung, on the Ya-ku, 187 miles over the mountains, is still a military line but will within two years be converted to the standard gauge, as will the Japanese section of the Manchurian Railway, and will then be linked to An-tung by a high-level bridge across the Ya-ku to the Korean trunk line, which is already of the standard gauge.

Conditions in Manchuria are not yet normal, nor can they be till April 15 next year, when the military administration will have relinquished to the civil authority everything except the railway. Inquiry and observation convince me that Japanese are faithfully fulfilling their obligations regarding reparation and the withdrawal of military administration, and information reaching me from independent sources goes to prove that Russia is equally observing her obligations to withdraw her troops from Northern Manchuria. The Chinese officials are impudent under foreign military administration which, however, probably bears more lightly upon the people than any military occupation ever known on account of the strict discipline. The chief complaint is the difficult or impossibility of obtaining redress against Japanese offenders. The class of Japanese pouring into Manchuria is causing much concern to the Japanese authorities. Already there are 18,000, exclusive of military, at the three places, Newchwang, Mukden, and An-tung, mostly small traders. Thousands of undesirables are flocking in. Especially women of a certain class, who are especially women of a certain class, who are Chinese, to the great scandal of the missionaries and to the detriment of the good name of our allies.

TREATY PORTS AND CUSTOMS.

The two main issues in Manchuria now are the opening of the treaty ports and the establishment of Chinese Custom-houses. Though the market is recovering, the present trade conditions are still unsatisfactory in consequence of over-trading in anticipation of demands after the war which have not been realized, aggravated by the unforeseen competition of the duty-free influx into Manchuria of goods by Dalny, An-tung, and Vladivostok. So serious is the competition that foreign merchants at Newchwang claim that pending the establishment of Chinese Customs at other places goods should be admitted duty free into Newchwang. At present all the customs revenues of Newchwang amounting last year to more than £200,000 were paid into the Japanese Bank and entirely appropriated by Japan, though a vague promise has been made that, provided Russia will do the same with her appropriations, a portion may be refunded to China some day. The revenues so collected are partly applied to the purchase of land at an arbitrary price for roadmaking and future Japanese settlement.

The question of the establishment of Chinese Customs at Dalny meets with this difficulty. By the Kinehama amendment agreement signed by Sir Robert Hart and Baron von Schwanstein on December 1 last year it was agreed that, in return for permission to the Chinese Customs to exercise their functions in the German leased area and thus to save the expense of the maintenance of Customs guards along 50 miles of frontier, 20 per cent. of the net import duties so collected (not export duties) will be surrendered to Germany for colonial uses. This agreement is regarded as equally advantageous to both countries. No formal proposal has yet been made, but it is certain that Japan will not accept for Dalny terms similar to those granted in identical conditions to Germany. China, however, hopes to negotiate better conditions by arguing that, if these terms are granted to Japan at Dalny, similar conditions must be granted to Russia in case Customs are permitted at Vladivostok. Japan is profiting by the delay. China is using Nen-ki Chinese junks and Japanese vessels are permitted to enter Dalny, but it is hoped that the restriction will be removed on September 1.

The question of the establishment of Chinese Customs at An-tung, on the Ya-ku a port opened under the American treaty of October 8, 1903, meets with this difficulty—that a convenient site for a Customs is difficult to obtain, the Japanese having expropriated for a nominal payment during their military occupation the whole river frontage for several miles, and all the land outside the native city available for foreign settlement. The Japanese settlement is so exclusively Japanese that even Chinese junks are forbidden. When the sale of tobacco, which the Japs are pressing the Chinese to legalize, causes misgiving as to whether Japan intends to fulfil Article IV. of the Manchurian Agreement, providing for the restoration to China of fully expropriated by military necessity during the occupation.

CHINA AND MURKIN.

The other important issue in Manchuria is the opening of Mukden and 18 other chief places in the three provinces. At present there is a deadlock. By her treaties with America and Japan China agreed to open Mukden, An-tung, 17 other cities and places of international commerce and trade, and agreed that suitable districts should be set apart for international trade and co-operation. China claims that these areas that restricted areas outside the city boundaries shall be set apart for foreign trade and co-operation, but that the cities themselves are no longer in consequence of the treaty than they were before the treaty. In other words, China makes the preposterous contention that the opening of Mukden means the opening of unoccupied areas out side Mukden, a city, a foreign residence and trade are restricted to that, and that goods entering Mukden from the area shall be liable to all duties and taxes which China may continue to impose as Japan will not consent to such a limitation of the intention of the treaty.

Other questions require adjustment—such as the approval of all the Powers at Hsin-min-tun and elsewhere, and the valuable Fu-shan collieries which the Chinese claim were a

Chinese-owned undertaking assisted by Russian capital, but which the Japanese have seized because they were Russian. The question of the important lumber trade on the Ya-ku, where the high-handed action of the military has caused a boycott and much friction. Provision is being made, however, for working the rich forests by a joint stock Chinese and Japanese company. The land question at Newchwang also is unsettled, as is the question of the unfair imposition there of an export *litho*. There is no reason to doubt that all will be satisfactorily settled.

In conclusion I venture to suggest that the time has come when we ought to do more than act as spectators. We have large interests in Manchuria. Experienced English officials ought to be sent to Mukden and An-tung, especially as suggestions are being made of obscure interference with British trade along the railway. Our Commercial Attaché, Mr. Hosie, now in Peking, has expert knowledge of Manchuria, his book being a standard authority. It is particularly important that our Government should resume at once the acquisition of the British concession on the north side of the river at Newchwang, which, though granted in the spring of 1899, has never, owing to the Boxer troubles and the war, been taken over. The despatch of Mr. Hosie of April 24, 1899, document published in Blue Book No. 1 of 1900, document No. 245.

THE SIBERIAN RAILWAY.

The following account of a journey made in June from Vladivostok to Moscow by the Siberian Railway, may be of interest to some of our readers.—

On arrival at Vladivostok the intending passenger is informed that, owing to the destruction by fire of two out of the three hotels during the recent riots, rooms on shore are unobtainable. Passengers from Shanghai, Cliffo, and other Chinese or Japanese ports are therefore compelled to remain on board their respective steamers until the train leaves. Tickets for the railway should be procured far or three weeks beforehand, through agents, as most of the tickets sold locally in Vladivostok are bought up by speculators, who resell at considerable profit. As the trains only run weekly (Tuesday, 8 a.m.), a great many passengers are invariably left stranded for a week or two. The journey is divided into two parts—Vladivostok—Irkutsk, and Irkutsk—Moscow, and all passengers must change trains at Irkutsk. The trains between Irkutsk and Vladivostok, and vice versa, are good, and the journey averages 10 days. The dining cars are large and seat 48 people. On arrival at Irkutsk at about midnight a scene of indescribable confusion ensues. Luggage is either left scattered about or is taken into a small buffet, which also has to do duty as a ticket-office and waiting-room. The railway officials in Vladivostok are only allowed to issue a certain number of through tickets to Moscow; the remaining passengers being compelled to book again at Irkutsk, and a therefore unable to get places in the Irkutsk—Moscow train, the indecision to stop at Irkutsk from three or four days not being a strong one. Trains run from Irkutsk to Moscow and vice versa three times weekly. One train each way consists of a Wagon-Lits *train à la carte*, and intending passengers would do well to arrange for seats in this train, which is very comfortable, with a good carine and officials who speak other languages than Russian, which is not the case in the other trains. The writer met in London goes on—

The Russian trains are invariably crowded with a mass of the army and many going to and returning from Russia on leave. The carriages are all old ones, repainted, the second class being very dirty. The lavatory arrangements are bad—soap, towels, and sometimes water being conspicuously absent. The chief bridges are still guarded by soldiers, and the buffets are protected in the same manner, and a great many troops are still proceeding to and returning from Manchuria and Vladivostok, and these precautions are still deemed necessary by the military authorities, who have not forgotten the riots of last winter in Vladivostok, most of the troops being contained in the same element who proved so unruly and out of hand on that occasion. The restaurants and car are disgraceful. The car is a small one, accommodating only 16 people, and as the passengers numbered over 60 the only alternative to waiting in the corridor for an hour previous to the luncheon hour was to wait till about 3:30 or 4 p.m., when the last "hated" succeeded in getting places. The meals, when obtained, were well-cooked, and the food was good. The restaurant-car prices on the Vladivostok—Irkutsk train were very high, notwithstanding the fact that the war had been over nearly a year. Cigars were obtainable. The sale of spirits was prohibited in Vladivostok after the recent riots, but a small bribe from a Russian passenger produced a harmless looking "Tsunshu" mineral water bottle, which on being opened was found to contain vodka. The dining-car contained a piano and two large sofas, this, to the Russian mind, being of greater importance than the fact that there were only 16 chairs for over 60 people, all of whom wished to lunch at the same time. It should be borne in mind that the Russian railway stations will not accept telegrams for any stations outside the Russian Empire and that the towns are usually from one to three miles from the stations, considerable difficulty is experienced in transmitting telegrams *en route*.

In conclusion, I should strongly advise any intending traveler to sit tight his arrival in Moscow to find that his train connects with the comfortable *train à la carte* of the Wagon-Lits Company, and leave the Russian trains *savvy* alone.

THE SEPARATION OF SWEDEN AND NORWAY.

The other important issue in Manchuria is the opening of Mukden and 18 other chief places in the three provinces. At present there is a deadlock. By her treaties with America and Japan China agreed to open Mukden, An-tung, 17 other cities and places of international commerce and trade, and agreed that suitable districts should be set apart for international trade and co-operation. China claims that these areas that restricted areas outside the city boundaries shall be set apart for foreign trade and co-operation, but that the cities themselves are no longer in consequence of the treaty than they were before the treaty. In other words, China makes the preposterous contention that the opening of Mukden means the opening of unoccupied areas out side Mukden, a city, a foreign residence and trade are restricted to that, and that goods entering Mukden from the area shall be liable to all duties and taxes which China may continue to impose as Japan will not consent to such a limitation of the intention of the treaty.

Other questions require adjustment—such as the approval of all the Powers at Hsin-min-tun and elsewhere, and the valuable Fu-shan collieries which the Chinese claim were a

THE PRINTING EXHIBITION.

The Times of July 28th had the following:—The International Printing, Stationery, and Allied Trades Exhibition held at the Agricultural Hall, Islington, is now in full working order, and is being attended by large numbers of visitors. In this respect, at least, the exhibition must be regarded as being completely successful. During the last few days the hill at times has been so largely patronized as to make moving about a matter of difficulty.

With regard to the exhibits themselves, there is perhaps scarcely a branch of the printer's trade that is not represented in some form. The novelties, however, are comparatively few, except in small details and developments of existing methods or machines, a fact that probably is largely accounted for by reason that but two years have elapsed since the previous exhibition took place. Following so closely upon the exhibition of 1904, the present one reflects great credit on its organizers.

The principal attraction to visitors may undoubtedly be considered to be different forms of mechanical type-founding and composing. It is here that new inventions and developments are most noticeable, indeed, the exhibition will be well remembered in this connection for the innovations which it has introduced to the public.

In every case the inventor's endeavour

CHINESE EMIGRATION.

The N.C. Daily News says.—The real explanation of the paucity of women accompanying Chinese male emigrants is to be found, it would appear, in the moral stigma attaching to the Chinese mind to a woman leaving her country and in the consequent difficulty, which more often than not amounts to an impossibility, of obtaining for her the necessary leave of absence from the clan. In view of such a stigma as this, it is easy to understand the reluctance on the part of the man to attempt to take his wife abroad with him. The subject has a special interest to-day owing to the fact that much of the genuine part of the outcry raised in Great Britain against the employment of Chinese coolies in the Transvaal was based on the assumption that these men were being forcibly kept apart from their wives and families for a period of three years. So strong was the Home Office's stand on this subject that the Transvaal Government was obliged to insert a clause in the Labour Importation Bill making provision for the bringing over of the wives of the coolies at the expense of the miners.

Likewise, like other philanthropic suggestions emanating from well-meaning people in Great Britain the scheme did not appeal to the Chinese coolies, for only some four or five asked to have their wives brought over. It would, perhaps, have saved many heart-burnings among the genuine, though mis-taken, humanitarians who opposed Chinese labour in the Transvaal, if they had known the views held in China on the subject of female emigration.

There is a very stringent custom which few Chinese care to ignore. Any Chinese man or woman, who leaves the country without the consent of his family, is expelled from the clan.

This is the most humiliating experience that anyone could be called to undergo, and it carries with it a disgrace that will for ever cling to the unfortunate victim. Only in peculiar cases is this permission granted to a married woman.

Sir John Bowring gives an example in his "Autobiographical Recollections," which is worth reproducing. "One of the richest Chinese in Samarcand, he writes, 'paid me a visit in Canton to beg my assistance in securing permission to take his wife with him to Java. The degree attending a married woman's leaving home and the strength of the clan to which she belonged was so great that the offer of a large sum of money, could not accomplish the desired result.' And it would not be difficult to adduce other similar instances.

A few statistical items showing the vast disproportion of women to men who leave their own country for foreign lands, may not be inappropriate here. In 1899 there arrived in Singapore about 107,604 men and 5,514 women; the latter being five per cent. of the former. In Amoy the numbers were 53,75 men and 312 women. In Swatow 31,911 men against 906 women, which is only about three per cent.

CHINESE RIVER PIRATES.

HOW THE FRENCH DEALT WITH THEM.

Owing to the indifference of the Peking Government—if not to something much more reprehensible among the officials who control it—the river pirates have, says the *Graphic*, become so daring that attacks on foreign steamers are quite common. This is a reversal of the old state of things, when the opium clippers sailing from Calcutta carried British crews, regularly trained for fighting, and loaded like small men-of-war, with their white decks and bright carromades, five or six on either side. It might be no bad thing if shipowners engaged in Chinese trade were to adopt similar precautions for a time, the sinking of a succession of pirate junks would be a quicker and more effective remedy than the repetition of diplomatic protests whether to the Central Government or to provincial Viceroys.

At the olden time, so the Chinese say, the

Black Friars Type Foundry exhibit was composed by hand, and the Monotype was a smaller and simpler, and very effective machine.

The product of the matrix composing machine has the great defect of difficulty in making corrections.

To eliminate an error the time must be

composed, and this largely discards the economy of the machine.

A third class of machines is based upon the principle of producing separate letters cast after composition by finger-touching. These are shown in the Matrix of the Linotype and the keyboard composing machines, which are known as Linotype machines.

These are the most numerous of the

matrix composing machines.

They are the most popular in America.

Mr. Neilson, who appeared for the plaintiffs,

said that the vessel commenced this voyage at Glasgow, and when he returned he informed

the men for the first time that the vessel was bound for Sasebo, the important naval port in Japan.

He asked them to go on with the ship, and in a body they refused.

They were then brought before the marine magistrate, and by him sentenced to seventy

days' solitary confinement.

After their release from prison

they were taken downstairs, where twenty

soldiers took charge of them.

They were flogged and led through the streets of Hongkong to the prison, which was a mile distant.

There they served the full sentence of seventy

days, and in the meantime the *Eraukite* went

on her voyage. After their release from prison the men asked for their wages, but the master said that the money had gone in expenses.

They were sent home as distressed seamen,

and when they arrived in London they were

detained.

I cannot mention that the master said he

did not know, when he left Cardiff, and the

ship was going to Sasebo, and the submission

on behalf of the men was that they were

entitled in the circumstances to break their

articles at Hongkong.

Members of the crew were examined in

support of their case, and one of the witnesses

described his march through the streets of

Hongkong handcuffed, followed by a crowd

of Chinamen jeering at him.

When in prison he said the men were

supplied with bread and water for the first few

days, and after that they got secondary diet.

Judgment was reserved.

ANTI-OPIUM ARGUMENTS.

HALF A CENTURY AGO.

Agitations against the opium trade are not new. The following extract is from a translation of bills posted on one of the walls of the Foreign Settlement of Shanghai, fifty years ago:

"How ridiculous it is for Barbaryans to come to Shanghai thinking by preaching to gain the hearts of the people. For us to do this a good deal is also too late. Twenty years previously they might have preached with more chance of success. But in the first place opium, the originating cause of the evil, has ruined the minds of the people; and then, having deliberated with my good heart, soldiers came out and without any reason brought desolation upon the people, reduced the city and suburbs and slew ten thousand people. Their hearts penurious, their consciences short-sighted, formerly they errred. Now their consciences are clear, but their doctrine is not good. The people in their hearts hate them—nay, detest them to the very backbone. They should speedily assemble and destroy these apes."

If you would discourse concerning sin, tell of your own misdeeds, which are pre-eminent. Though every one of you were cut in twain, though every one of you were cut in twain, the punishment would be too light."

RUBBER COMPANIES.

An interesting letter in a contemporary deals with the question of rubber production, and with the question of rubber production, and shows that the present Ceylon and Straits companies, even if they grow all the rubber they profess to, at the end of six years will not produce enough to meet the annual increase of consumption. But this gentleman doubts whether the results will turn out quite to the success expected. He does not say, as he might have done, that a too sanguine view is taken of early tapping. The writer then goes on to deal with wild rubber, which he thinks should not have been condemned so roundly as it has been by some of the planters. But he evidently thinks that if Brazil is going to encourage the capitalistic in the matter of rubber it is necessary to stop illegal exactions, to see that titles are in order, and to reduce the export duty to reasonable proportions.</p

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., M.R.E.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE
FOR EUROPE.

THE Departure of the Steamship
"PRINZ EITEL FRIEDRICH" is Postponed to TO-DAY (WEDNESDAY), the 29th inst., at 4 P.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents, Hongkong, 28th August, 1906. [15]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship
"HAICHING."

Captain A. E. Hodges, will be despatched for the above Ports on FRIDAY, the 31st inst., at 12 o'clock Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 28th August, 1906. [1646]

NOTICE.

ON FRIDAY, the 31st August, on the Occasion of the BIRTHDAY of HER MAJESTY THE QUEEN OF THE NETHERLANDS, Dr. A. VAN DE SANDE BAKHUYZEN, Acting Consul-General, will be pleased to receive the Government Authorities, his Colleagues and Friends, in the HONGKONG HOTEL between 11.30 A.M. and 1 P.M. Hongkong, 29th August, 1906. [1649]

HONGKONG JOCKEY CLUB:

MEMBERS wishing to subscribe for "SUBSCRIPTION" (Griffins) or our next RACE MEETING are requested to notify the Undersigned before SATURDAY, the 8th September next.

By Order,

T. F. HOUGH, Clerk of the Course, Hongkong, 29th August, 1906. [1652]

KOWLOON CRICKET CLUB.

GRAND AL FRESCO CONCERT
TO BE GIVEN IN THE KOWLOON CRICKET CLUB ENCL. SURE, Austin Road, Kowloon,
On SATURDAY, 1ST SEPTEMBER, AT 9 P.M.

Admission \$1. Tickets to be obtained from MEMBERS or at the GATES.

BEST LOCAL TALENT SECURED. Hongkong, 29th August, 1906. [1650]

JAVA-CHINA-JAPAN LIJN.
FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA & MACASSAR.
(Taking cargo to all ports in Netherlands Indies on through Bill of Lading.)

THE Steamship
"TJILATJAI," Captain Emanwick, will be despatched for the above Ports on or about the 12th Sept.

For information as to Freight and Passage, apply to the Head Agent of the JAVA-CHINA-JAPAN LIJN. (York Buildings, 1st Floor) Hongkong, 29th August, 1906. [1651]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE J.A.L. Steamship
"SENEGAMBIA," Captain Peter, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Sept., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong, 27th August, 1906. [1647]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ HEINRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being loaded and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 A.M. To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 3rd Sept.

All Claims must reach us before the 8th Sept., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents, Hongkong, 27th August, 1906. [15]

WANTED

WANTED.

A PROFICIENT TYPIST, also able to Write well in English. Apply—

"943." Care of "Daily Press" Office, Hongkong, 28th August, 1906. [1643]

EUROPEAN STEWARD WANTED.

WANTED, an energetic Man to act as HOTEL STEWARD. Apply by letter only, stating experience and salary required to—

"STEWARD." Care of "Daily Press" Office, Hongkong, 21st August, 1906. [1610]

WANTED.

BY a German Firm, CLERK, with some knowledge of Export business. Knowledge of German and English required. Application by letter to—

"X. 151." Care of "Daily Press" Office, Hongkong, 18th August, 1906. [1505]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, 8th September, at 12.30 P.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th August to 8th September, both days inclusive.

JARDINE, MATHESON & CO., General Managers, Hongkong, 23rd August, 1906. [1629]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN Accordance with Article XVI, Section 7 of the Articles of Association the GENERAL MANAGERS have this Day declared an INTERIM DIVIDEND for the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the Register on that date.

Dividend Warrants may be obtained on application at the Office of the Company or add after FRIDAY, the 3rd August.

SHEWAN, TOME & CO., General Managers, Hongkong, 31st July, 1906. [1512]

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the Rate of 5 per Cent. (Two Dollars and a Half per Share) for the six months ending 30th June, 1906, will be Paid on application to those persons who are Registered as Shareholders in the above Company on the 29th August, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 29th August, both days inclusive.

EDWARD OSBORNE, Secretary, Hongkong, 28th August, 1906. [1645]

RE THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that a FIRST DIVIDEND of TWENTY DOLLARS per Share out of the Profits Earned in the Liquidation of the above-named Company from the Thirtieth day of November, 1904, up to the Eighteenth day of October, 1905, is intended to be declared in the above matter, and that the same will be Payable on the 3rd day of September, 1906, to the Shareholders in the above-named Company appearing in the Books of such Company on that date as Registered Shareholders of the 1,350 Shares of and in the above-named Company.

Dated the 22nd day of August, 1906.

JOHN D. HUMPHREYS & SON, Liquidators, Hongkong, 17th May, 1906. [1621]

AUCTIONS

BY ORDER OF THE MORTGAGEE, PUBLIC AUCTION.

MESSES. HUGHES AND HOUGH have instructions to Sell by Public Auction, TO-DAY (WEDNESDAY), the 29th August, 1906, at 12 o'clock NOON, at their SALES ROOMS in Ice House Street, IN ONE LOT.

THE VALUABLE LEASHELD PROPERTY.

Registered in the Land Office as Section B and of Sub-section No. 6 of Section A of Island Lot No. 129 with the Premises theron known as Nos. 23 and 25 ELGIN STREET. The total area of the above property is 1,638 square feet. The total Crown Rent is \$5.94.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, MESSRS. DEACON, LOOKER & DEACON, 1, Des Voeux Road, Central, And from the Auctioneers, Hongkong, 23rd August, 1906. [1625]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (WEDNESDAY), the 29th August, 1906, at 3 P.M., at No. 4, Beaconsfield Arcade.

A QUANTITY OF HOUSEHOLD FURNITURE

And

A SELECTION OF BIBLICAL AND HISTORICAL BOOKS (Particulars from Catalogue).

TERMS.—As Customary.

GEO. P. LAMMERT, Auctioneer, Hongkong, 27th August, 1906. [1639]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

Apply by letter to— B. R., Care of Office of this Paper, Hongkong, 16th August, 1906. [1677]

TO LET

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of my Cargo. Floor Area, 6,100 square feet each.

Apply to— JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. [1626]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PEATA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE. FLATS in MORBON TERRACE. NO. 1, "HILLSIDE," THE PEAK.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. [1524]

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Apply to— LEIGH & ORANGE, 1, Des Voeux Road, Hongkong, 1st June, 1906. [501]

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Apply to— HEWAN & CO., 18 & 16 Connaught Road, West, Hongkong, 1st August, 1906. [1506]

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Hongkong, 30th July, 1906. 1527

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H. PINCKNEY,
Manager.

Queen's Road, Central,
Hongkong, 29th September, 1906. 1456

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H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 20th August, 1906. 21

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" " 3 " "

HUGO SUTER,
Manager.

Hongkong, 27th March, 1906. 1613

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INTEREST on deposits is allowed at 3% per cent. per annum.

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For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1906. 24

CHRISTIAN SCIENCE.

The Athenians of old are said to have spent their time in nothing else, but "either to tell or to hear some new thing," and they have a great many followers even at the present day. Chief among them must be reckoned those whose restless temperament and passion for novelty lead them into the mazes of new or esoteric doctrines, such as theosophy, Buddhism, faith-healing or Christian Science. The latter has come very much to the fore of late, especially in America, and by many people it is supposed to be synonymous with Faith-healing. In reality it is very different.

Christian Science was originated in America in 1863 by Mrs. Mary Baker Eddy. Its principal doctrines, which are supposed to be based on the Bible, supplemented by revelation to its founder, are that man's essential nature is spiritual; that moral and physical evil are contrary to the Spirit of God; that nothing is real but mind, and that matter, suffering and sickness are subjective states of error which can be dispelled by a knowledge of Christian Science. Errors are supposed to be effected by mind not by faith. Its scriptures are the Bible, and Mrs. Eddy's "Science and Health, with Key to the Scriptures," and passages from the latter are always interspersed with the former at public services. Public worship is unlike that of other denominations, inasmuch as there is no public prayer, either extempore or liturgical, with the exception of the Lord's Prayer, the sentences of which are read alternately with passages from Mrs. Eddy's works. "Desire," says Mrs. Eddy, "loses part of its present spirituality, if the lips try to express it." Christian scientists do not celebrate the Lord's Supper, which is termed "a dead rite," and they do not appear to believe in a personal Deity, for in a brief pamphlet which is practically the catechism of the sect it is stated that "God is Love and Love is a principle and not a person." When such a doctrine as "God is mind, and mind is all" is taught, one is led to suppose that Christian Science is not unlike the pantheism of Parmenides. In the Christian Science Trinity the Third Person is "Divine Science." Christ, it teaches, had a dual personality, and was always, when hidden in the sepulchre, His disciples thought Him dead. As "drugs and hypnotics oppose the supremacy of the Divine mind," and "to employ drugs for the cure of disease shows a lack of faith in God," the Christian scientist dispenses with doctors and medicines.

Viewed from a metaphysical standpoint Christian Science is a simple form of idealism, and it should not be forgotten that arguments valid against the independent existence of matter are equally cogent against the independence of mind without relation to the material system. Into the theological aspect of this creed it is not within our province to trespass very far, but there are one or two points that must strike the most superficial observer. It is doubtful whether any orthodox Christian Church would admit the right of Mrs. Eddy's followers to the use of the term "Christian." Mrs. Eddy's views are so heterodox that the full acceptance of them means an inevitable severance from any Christian denomination. If there is no reality in pain, sickness or sin, there is no need for the doctrine of the Atonement. The apparent denial of the existence of a personal Deity leads one, as stated before, to the conclusion that Christian Science is a form of pantheism. Altruism or vicarious suffering seems to have little place in the doctrine of Christian Science. Applying the text "the labourer is worthy of his hire" Mrs. Eddy's followers justify the payment of fees, frequently higher than those charged by the medical profession, for healing. It is a creed that may appeal to the well-to-do leisure woman, but can hardly be expected to obtain much hold on the poor. The cost of Mrs. Eddy's book, of which thousands must now have been sold, and which might, therefore, reasonably be expected to be obtainable at a fair price, is fourteen shillings. If it is asserted, however, that "subjective state of error," known as disease, is a purely spiritual matter, the payment of fees seems to border on sininity. There is, too, one fact which is often overlooked, when the lost of the faith and healing power of the apostolic days is deplored. The Apostles themselves had no indiscriminate power of healing. St. Paul did not heal Epiaphroditus, much as he yearned for his recovery; he left Trophimus at Mileus sick, and his reference in Colossians to "Luke the Physician" does not imply that after his conversion St. Luke ceased to practise medicine.

From a medical and scientific point of view there are many grave objections to Christian Science, and we doubt whether there is a single scientist who would uphold Mrs. Eddy's claim to call her creed a "science." Like faith-healing nearly all the recorded Christian Science "cures" are of nervous, and not of organic complaints. There can be but little doubt that many of the ailments of the class to which Christian Science appeals are the result more of their state of mind than of infirmity of body, and where this is the case Mrs. Eddy's erratic doctrines may have a healthy effect. It has been said that some people, whose complaints no doctor living could cure, have been cured by the gibberings of a lunatic. The Christian scientist, however, makes broader claims than the cure of nervous ailments. He ignores the material side of life altogether, ignores the distinction between those classes of disease which are subject to the mind and those which are not. He includes all the ills—should we again say "subjective states of error"—to which the flesh is heir, in the same category, and bidding man to dispense with medical and surgical aid, assures him that his every infirmity can be cured by mind alone. This is illogical idealism. The healing of a compound fracture cannot be accomplished by the mind, though after the bone has been set the influence of the mind may expedite the patient's recovery. Doctors and nurses themselves realise how important a factor the mind may be where their patients are concerned. The man who has no confidence in the measures adopted to hasten his recovery is certain to retard it, if not to render it impossible. Mind will neither set a fracture nor kill a bacillus. It may, and often does, give a sufferer the mere courage to face an operation and to bear the ensuing pain and discomfort. The vague, cloudy and illogical language in which the doctrines of Christian Science are enwrapped may, if it appeal to the novelty-hunter who only looks at the superficial sides of it. There are still, however, many who prefer, when sick, to take the advice of the son of Sirach: "Thou give place to thy physician, for the Lord hath created him; let him not go from thee, for thy best need of him. There is a time when their hands is great success."

Now to BEAUTIFUL—Keep your complexion, Mrs. Ellen C. Crème Charnot, Metal and Special Skin Tonic and Poultice Charnot will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Water & Co., Ltd., Sole Agents. 713

HOW TO MAKE MONEY.

A CLERK'S TRANSACTION.

A New York newspaper says:—It was reported to-day that Samuel Bayley, an American Express Company clerk, who obtained an award of \$5,800,000 Panama bonds from the Treasury Department on a postage-stamp bid, and succeeded in disposing of the award at a good profit and that his option will not be forfeited on August 1st. It is said Bayley had no difficulty in arranging the sale of his bid to a house which is interested in disposing of the Panama bonds, but what the terms were is not known generally. Bayley's profits it is said, may be as high as \$20,000 or \$25,000. No deposit was required of bidders, owing to the peculiar conditions of the money market, and Bayley took sharp advantage of the fact.

Ever since the bids for the bonds were announced last Saturday Wall Street has been trying to learn something about Bayley and has been speculating as to the interest behind his bids. Bayley has not taken the breath away from some of his fellow-clerks. He had a host of callers yesterday, who wanted to know how he could afford to bid \$5,800,000 of Government bonds, but he had nothing to say.

Bayley simply took a flyer, which has not cost him anything more tangible than nerve. Under the terms of the sale no money need be put up until August 1st. Bayley made four bids. For one million bonds he offered \$101,125; for the second million \$103,280; for the third million \$103,867. The New York syndicate that got one-half of the \$30,000,000 bonds put up a price on them yesterday of \$104,49. It was ciphered out by the bond experts yesterday that Bayley would clear over \$2,000 without putting up a cent save for the postage stamp which carried his bid to Washington.

Bayley was once a clerk in a bank in California. His bid has aroused no end of talk in Wall street and there are some bankers who have expressed the opinion that hereafter a certain percentage of the payment should be made when the bids are mailed as in the case of city bonds.

In 1896 Abraham White, clerk in a broker's office, on his own hook bid for a big block of bonds and made a profit of \$100,000. As a result of his bid a rule was made by the Treasury Department that a cash payment must accompany all bids. This rule obtained until this last bond issue, when it was suspended.

GOOD CAUSE: BAD PLEA.

In an editorial reference to the Chinese habit of foot-binding, a Singapore contemporary argues:—Scores of girls have been noticed in Singapore undergoing the same process of becoming permanently crippled. The question naturally arises, can the law as administered in this Colony step in here and put a stop to an unnecessary disfigurement of the body which God has given to woman-kind, and to remove from our midst that which amounts to nothing less than an act of blasphemy towards an omnipotent Creator? Had His intelligent woman to totter with "goldenilles" in their uncertain progress—it is impossible to call it walking—absolute feet would most certainly have been supplied to them; but, as it is, their natural feet are as well-formed as men's for speed and accuracy locomotion, and to rob a creature less fit for all times of one of God's most pleasant, most healthy, and most useful gifts is, to our mind, rank and abominable blasphemy. Foot-binding literally amounts to this—the creature definitely flouts nature and by this act declares himself to be wiser and to have better taste than his Creator. Yet this view of the matter may not appeal to the Clerical. Nor to the logician. The same curious reasoning would apply to the wearing of boots.

If it is asserted, however, that the healing of a "subjective state of error," known as disease, is a purely spiritual matter, the payment of fees seems to border on sininity. There is, too, one fact which is often overlooked, when the lost of the faith and healing power of the apostolic days is deplored. The Apostles themselves had no indiscriminate power of healing. Doctors and nurses themselves realise how important a factor the mind may be where their patients are concerned. The man who has no confidence in the measures adopted to hasten his recovery is certain to retard it, if not to render it impossible. Mind will neither set a fracture nor kill a bacillus. It may, and often does, give a sufferer the mere courage to face an operation and to bear the ensuing pain and discomfort. The vague, cloudy and illogical language in which the doctrines of Christian Science are enwrapped may, if it appeal to the novelty-hunter who only looks at the superficial sides of it. There are still, however, many who prefer, when sick, to take the advice of the son of Sirach: "Thou give place to thy physician, for the Lord hath created him; let him not go from thee, for thy best need of him. There is a time when their hands is great success."

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Hongkong, 8th April, 1904.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
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EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MACHAO"	On 2nd September.
GLASGOW and LIVERPOOL	"TEENKAH"	On 6th September.
GLASGOW and LIVERPOOL	"MOYNE"	On 13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 15th September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 20th September.
GLASGOW and LIVERPOOL	"MELENIAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
MARSEILLES, HAVER and LIVERPOOL	"ALCINOUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 11th September.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
HAVER, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.

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COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

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FROM	STEAMERS	TO SAIL
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TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KINGCHOW"	On 29th September.
For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.		(9-10)

Hongkong, 6th August, 1906.

CHINA NAVIGATION CO.
LIMITED.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	On 8th September.

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Hongkong, 6th August, 1906.

BUTTERFIELD & SWIRE,

AGENTS.

(11)

OSAKA SHOSEN KAISHA.

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AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

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FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU" S. TAGAMI	SUNDAY, 2nd Sept., at 10 A.M.
SHANGHAI VIA SWATOW AND AMOY	"SOSHU MARU" T. SUBOGA	THURSDAY, 6th Sept., at NOON.
ANPING VIA SWATOW AND AMOY	"AKASHI MARU" J. A. MEILLIN	WEDNESDAY, 5th Sept., at NOON.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

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Hongkong, 28th August, 1906.

T. ARIMA, Manager

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11 DAYS YOKOHAMA to VANCOUVER.
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R.M.S. "EMPERESS OF INDIA" 6,000 tons, LEAVE HONGKONG ARRIVE VANCOUVER THURSDAY, 30th Aug., 17th Sept.

"ATHENIAN" 3,882 tons, WEDNESDAY, 12th Sept., 6th Oct.

"EMPERESS OF JAPAN" 6,000 tons, THURSDAY, 27th Sept., 15th Oct.

"MONTEAGLE" 6,163 tons, WEDNESDAY, 3rd Oct., 27th Oct.

"EMPERESS OF CHINA" 6,000 tons, THURSDAY, 25th Oct., 12th Nov.

"TARTAR" 4,425 tons, WEDNESDAY, 31st Oct., 24th Nov.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.

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R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

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6

HAMBURG-AMERIKA LINIE.
HOME LINE—OUTWARD.

DESTINATION	STEAMERS	TO SAIL.
SHANGHAI, YOKOHAMA & KOBE	"SENEGAMBIA"	29th Aug.
YOKOHAMA & KOBE	"SUEVIA"	5th Sept.
YOKOHAMA & KOBE	"SEGOVIA"	13th Sept.
SHANGHAI, YOKOHAMA & KOBE	"BRIGAVIA"	26th Sept.
SHANGHAI, YOKOHAMA & KOBE	"HABSBURG"	29th Sept.

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Taking Cargo at through rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIc PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

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NAPLES, HAVER, BREMEN & HAMBURG "SILESIA" ... On 6th Sept.

via Singapore, Penang and Colombo Capt. Bahlo

HAVER and HAMBURG "HELVETIA" ... On 10th Sept.

via Singapore, Penang and Colombo Capt. Neumann

NAPLES, HAVER, ANTWERP & HAMBURG "SCANDIA" ... On 20th Sept.

via Singapore, Penang and Colombo Capt. v. Dolius

HAVER and HAMBURG "LIBERIA" ... On 22nd Sept.

via Singapore, Penang and Colombo Capt. Kier

HAVER and HAMBURG "SENEGAMBIA" ... On 2nd Oct.

via Singapore, Penang and Colombo Capt. Peter

HAVER and HAMBURG "SEGOVIA" ... On 16th Oct.

via Singapore, Penang and Colombo Capt. Schonfeld

NAPLES, HAVER and HAMBURG "HABSBURG" ... On 30th Oct.

via Singapore, Penang and Colombo Capt. Filler

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STEAMERS

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JAVA, CHINA AND JAPAN.

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TJILIWONG	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September
TJIMAH	JAPAN	Second half of September	JAVA PORTS	First half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

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Hongkong, 21st August, 1906.

SHIPPING IN PORT.

STEAMERS

ACHILLES, British str., 1,481, R. C. Thompson, 26th Aug.—Shanghai via ports 24th June, General—Butterfield and Swire.

ARAGONIA, German str., 5,057, J. Ernest, 21st Aug.—Portland (Or.) 26th July and May 19th August, General—P. A. & S. Co.

BELLEROPHON, British str., 5,316, T. Bartholomew, 27th August—Liverpool and Singapore 22nd Aug., General—Butterfield & Swire.

BENTHICUS, French str., 981, G. Routledge, 22nd Aug.—Bangkok 15th Aug., General—Arnold, Karberg & Co.

CHEZON, British str., 1,256, S. J. Payne, 26th Aug.—Tientsin via Chusan 18th Aug., General—Jardine, Matheson & Co.

DREDGE

POST OFFICE NOTICES.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed.
The *Satellite*, with the French mail of the 3rd inst., left Singapore on Monday, the 27th inst., at 2 p.m., and may be expected here on or about Monday, the 3rd proxime. This packet brings replies to letters despatched from Hongkong on the 30th June.

MAIL WILL CLOSE

FOR

PER

DATE

Kowloon, Moji, Kobe, Yokohama and Portland, Hokkaido and Pakhoi	Aragonia	Wednesday, 20th, 11.00 A.M.
Hainan	Harlan	Wednesday, 29th, 11.00 A.M.
Heungshan	Heungshan	Wednesday, 29th,

EUROPE, &c., India via Tunicorin
(Late Letters 3.00 to 3.30 P.M. Extra
Postage 10 cents.)

P. E. Friedrich

Nagasaki, Moji, Kobe, Yokohama, Tacoma,
Vancouver, Victoria and Seattle

Bellerophon

Shanghai, Yokohama and Kobe

Senegeabia

Singapore, Penang and Colombo

Sandu

Amoy, Manila, Cebu and Iloilo

Kinsou

Macao

Heungshan

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA AND VANCOUVER (B.C.).

/Supplementary mail on board up to the
time fixed for departure of the mail.

Extra Postage 10 cents.)

Empress of India

Chinkiang

Tsinling

Tsingtao, Choochow and Newchwang

Kashina

Swatow, Amoy and Fuchow

Hatsching

Macao

Hongkong

Ningpo and Shanghai

Shaoshing

Tientsin

Cheungking

Chongming

Chongming

Chinawing

Yenning

Manila

Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney,
Hobart, Launceston, New Zealand,
Melbourne, Adelaide and Perth

Manila

Nagasaki and Vladivostock

Macao

Swatow and Banckok

Singapore, Penang and Calcutta

Macao

Europe, &c., India via Tunicorin
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents.)

(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Macao

Shanghai

Manila

Singapore, Penang and Colombo

Nagasaki, Kobe and Yokohama

Shanghai, Nagasaki, Kobe, Yokohama,
Victoria, B.C. and Vancouver, B.C.

Chefoo and Newchwang

Pientain

Amoy, Shanghai, Nagasaki, Kobe, Yokohama
and Seattle, Wash.

Manila, Thursday Island, Townsville, Bris-
bane, Sydney, Hobart, Launceston, New
Zealand, Melbourne, Adelaide and Perth

Manila

TO-DAY.

Sale, Leasehold Property, Sale Rooms, Messrs
Hughes & Hough, 12 Noon.

Sale, Household Furniture, &c., No. 4, Bea-
consfield Arcade, Mr. Geo. P. Lammett, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

Aug. 28th.

ON LONDON.—
Telegraphic Transfer 2/1
Bank Bills, on demand 2/1
Bank Bills, at 30 days' sight 2/1
Bank Bills, at 4 months' sight 2/1
Credits, at 4 months' sight 2/1
Documentary Bills, 4 months' sight 2/1

ON PARIS.—
Bank Bills, on demand 2/1
Credits, at 4 months' sight 2/1

ON GERMANY.—
On demand 2/1

ON NEW YORK.—
Bank Bills, on demand 2/1
Credits, 60 days' sight 2/1

ON CHINA.—
Telegraphic Transfer 16/1

Bank, on demand 16/1

ON CALCUTTA.—
Telegraphic Transfer 16/1

Bank, on demand 16/1

ON SHANGHAI.—
Bank, at sight 7/1

Private, 30 days' sight 7/1

ON YOKOHAMA.—On demand 16/1

ON MANILA.—On demand—Pesos 16/1

ON SINGAPORE.—On demand 81 p.c. p.m.

ON BATAVIA.—On demand 12/1

ON HAIPHONG.—On demand 21 p.c.p.m.

ON SAIGON.—On demand 2/1 p.c.m.

ON BANGKOK.—On demand 6/1

SOVEREIGN, Bank's Buying Rate 9/20

G.I.D. LEAD, 100 fine, per tael 48/80

BAR SILVER, per oz. 30/12

VESSELS EXPECTED.

THE AMERICAN MAIL.

The O. & O. str. *Doric* sailed from Yoko-
hama on the 24th inst., and is due here on the
4th Sept.

THE FRENCH MAIL.

The M.M. str. *Saturne* left Singapore on the
27th Aug., at 2 p.m., for this port via Saigon.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* arrived at
Yokohama at 2.30 p.m. on Monday, the 27th
inst., and left again at 6 p.m. same day for Kobe,
where she was due to arrive at 1 p.m. on Tues-
day, the 28th inst.

MERCHANT STEAMERS.

The C.N. str. *Changsha* left Thursday Island
on the 20th inst., and may be expected here on
the 1st Sept., p.m.

The N.Y.K. str. *Bombay Maru* (Bombay
Line) left Bombay for this port via Tunicorin
on the 19th inst.

The E.A. str. *Australian*, from Sydney, &c.,
left Port Darwin on the 26th Aug. for Manila
and this port, and is due here on the 6th Sept.

The str. *Saint Patrick* sailed from New York
for China and Japan on the 9th August.

The Boston Tow Boat Co.'s str. *Lysa* sailed
from Seattle on the 12th August for Japan,
Manila and Hongkong.

EXTRA COPIES OF Daily Press are on
sale daily at the KOWLOON BOOK
STALL, Mr. H. BUTTON'S KOW-
LOON STORE, No. 38, Elgin Road and
Mr. AH YAU'S FERRY WHARF STALL
Hongkong, 22nd December, 1906.

JOINT STOCK SHARES.

Hong Kong, August 28th

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100.

Banks—

Hongkong & Shau. \$125 £100, 29/10, 6/1.

National B. of China. \$200 \$47.

Bell's Asbestos E. A. £28. 6d. 87.

China-Borneo Co. \$12 \$12, sellers

China Light & P. Co. \$10 \$10, buyers

China Provident \$10 \$20, buyers

Cotton Mills—

Ewo. £60 £18.

Hongkong £10 £15.

International £15 £18.

Lion King Show. £100 £10.

Sochoye £100 £10.

Dairy Farm £6 £17, sellers

Docks and Wharves—

H. & K. Wharf & G. £60 £10, sellers

H. & W. Dock £60 £10, sellers

New Army Dock £60 £18, sellers

Shanghai Dock and Eng. Co. Ltd. £100 £10.

Hongkong Ice Co. £100 £20.

Hongkong Hope Co. £100 £20.

Hongkong & Waterbury £100 £20.

Insurances—

Canton £50 £25, sellers

China Fire £25 £10, buyers

China Traders £25 £10, sellers

Hongkong Fire £50 £25, buyers

North China £5 £15.

Union £100 £700, buyers

Yangtze £60 £172.

Land and Building—

Hongkong Land & H. £100 £10, sellers

Humphry's Land & H. £100 £11, sellers

Kowloon Land & H. £30 £10, sales

Shanghai Land £50 £10.

West Point Building £50 £10, sellers

Mining—

Charbonnages Frs. 250 £45, nominal

Rouges 18/10 £7, sellers

Philippine Co. £10 £5.

Refineries—

China Sugar £100 £151, buyers

Luzon Sugar £100 £121, buyers

Steamship Companies—

China and Manlia £25 £221, buyers

Douglas Steamship £50 £47, sellers

H. & M. & M. £15 £27, buyers

Indo-China S. Co. £10 £75, sellers

Shell Transport Co. £1 £27, 6, buyers

Star Ferry Co. £10 £20, sellers

Do. Nav. £5 £20, sellers

Tobacco—

Shanghai & H. Dying £50 Nominal

South China M. P. £25 £18, buyers

Steam Laundry Co. £5 £6, sellers

Stores & Dispensaries—

Campbell, M. & Co. £10 £22.

Powell & Co. Wm. £10 £16.

Watkins £10 £11, sellers

Watson & Co